AMENDMENTS TO THE CLAIMS

Please amend the claims as shown below.

1-18.   (Canceled)

19.   (Amended) ~~The~~ A method ~~of claim 18~~, comprising:

determining a value of a setpoint for an operating parameter of a braking system, the parameter selected from a group consisting of a braking pressure and a braking force, wherein the determined value is within a range of setpoint values that are physically implementable by the braking system, the determining being as a function of at least one operation selected from a group consisting of a brake pedal input by a user and operation of at least one other control system;

reducing the setpoint from the determined value to a limit value upon a determination that the vehicle is in a standstill condition and that the determined value is greater than the limit value;

regulating the braking system to implement the setpoint limit value for the operating parameter;

detecting that the vehicle is no longer in the standstill condition after regulating the braking system to implement the limit value of the setpoint;

increasing the setpoint from the limit value to a second limit value; and

regulating the braking system to implement the second limit value of the setpoint;

wherein the second limit value is less than the initially determined value.

20.   (Canceled)

21.   (Amended) ~~The~~ A method ~~of claim 11~~, ~~further~~ comprising:

determining a value of a setpoint for an operating parameter of a braking system, the parameter selected from a group consisting of a braking pressure and a braking force, wherein the determined value is within a range of setpoint values that are physically implementable by the braking system, the determining being as a function of at least one operation selected from a group consisting of a brake pedal input by a user and operation of at least one other control system;

reducing the setpoint from the determined value to a limit value upon a determination that the vehicle is in a standstill condition and that the determined value is greater than the limit value;

regulating the braking system to implement the setpoint limit value for the operating parameter;

determining, as a function of the brake pedal input, a first value of a rate-of-change for the braking system, the rate-of-change selected from the group consisting of a braking pressure rate-of-change and a braking force rate-of-change, wherein the determined first value is within a range of rate-of-change values that are physically implementable by the braking system;

reducing the rate-of-change from the determined first value to a limit value upon a determination that the determined first value is greater than the limit value and the vehicle is a condition selected from a group consisting of a standstill condition and a low-speed condition, wherein the low speed condition includes vehicle conditions where a vehicle speed is less than a predetermined speed value; and

regulating the braking system to implement the limit value of the rate-of-change for the braking system.

22-29. (Canceled)

30.   (Amended) ~~The~~ A controller ~~of claim 29~~ for a braking system of a vehicle, the controller comprising a processor configured to:

determine a value of a setpoint for an operating parameter of a braking system, the parameter selected from a group consisting of a braking pressure and a braking force, wherein the determined value is within a range of setpoint values that are physically implementable by the braking system, the determining being as a function of at least one operation selected from a group consisting of a brake pedal input by a user and operation of at least one other control system;

reduce the setpoint from the determined value to a limit value upon a determination that the vehicle is in a standstill condition and that the determined value is greater than the limit value;

regulate the braking system to implement the setpoint limit value for the operating parameter;

detect that the vehicle is no longer in the standstill condition after regulating the braking system to implement the limit value of the setpoint;

increase the setpoint from the limit value to a second limit value; and

regulate the braking system to implement the second limit value of the setpoint;

wherein the second limit value is less than the initially determined value.

31.   (Canceled)

32.   (Amended) ~~The~~ A controller ~~of claim 22~~ for a braking system of a vehicle, ~~wherein~~ the controller comprising a processor ~~is further~~ configured to:

determine a value of a setpoint for an operating parameter of a braking system, the parameter selected from a group consisting of a braking pressure and a braking force, wherein the determined value is within a range of setpoint values that are physically implementable by the braking system, the determining being as a function of at least one operation selected from a group consisting of a brake pedal input by a user and operation of at least one other control system;

reduce the setpoint from the determined value to a limit value upon a determination that the vehicle is in a standstill condition and that the determined value is greater than the limit value; and

regulate the braking system to implement the setpoint limit value for the operating parameter;

determine, as a function of the brake pedal input, a first value of a rate-of-change for the braking system, the rate-of-change selected from the group consisting of a braking pressure rate-of-change and a braking force rate-of-change, wherein the determined first value is within a range of rate-of-change values that are physically implementable by the braking system;

reduce the rate-of-change from the determined first value to a limit value upon a determination that the determined first value is greater than the limit value and the vehicle is a condition selected from a group consisting of a standstill condition and a low-speed

condition, wherein the low speed condition includes vehicle conditions where a vehicle speed is less than a predetermined speed value; and

regulate the braking system to implement the limit value of the rate-of-change for the braking system.

33-40. (Canceled)